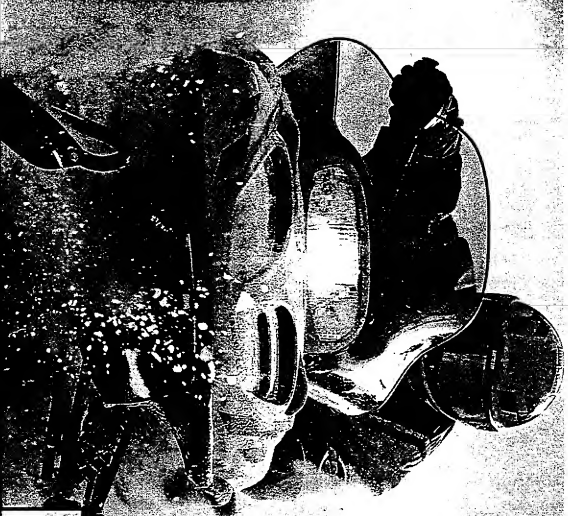


EXHIBIT L



Arctic Cat



What Snowmobiling's All About.™

S. KAI.HC

also See your dealer for details.



IF YOU'RE WONDERING HOW FAR OUR SLEDS CAN GO IN THE NEXT CENTURY, JUST LOOK HOW FAR THEY'VE COME IN THE LAST 40 YEARS.

Imagine yourself out riding on a crisp, clear January day. A spectacular afternoon in 1963. You broke the trail yourself. (You had to, because marked, groomed trails had yet to be invented.) The trail straightens out and you tell yourself, "Here goes."

You squeeze the throttle of your Arctic Cat Model 100 wide open, sneak a glance at the speedometer and see that you've hit the breathtaking speed of 15 miles an hour.

It's then you ask yourself, "Can it get any better than this?"

Arctic Cat riders have been asking that question ever since. They asked when we introduced the original front-engine sled, our Model 100, when Arctic Cat pioneered the side rail suspension in 1965, the "rubber" track in 1966, the double-widebone front suspension in 1984, the Extra Travel Tunnels™ in 1995 and Arctic Cat gas shocks

in 2000—not to mention a whole slew of firsts in between. A year hasn't gone by without improvements to the Arctic Cat line. Some evolutionary, some revolutionary.

The year 2000 is no different. Between the new sleds and new technology, there's never been a more exciting time to ride an Arctic Cat. The following 34 pages are designed to help you imagine you're riding on a perfect January day in the year 2000, touring across Canada, rounding a curve on a northern trail, setting a highmark in the Rockies or barreling across a frozen lake. And asking yourself, "Can it get any better than this?" Meanwhile, Arctic Cat engineers will be hard at work, to assure the answer is an enthusiastic "Yes." It's What Snowmobiling's All About!™

Performance

Over the years, we've kept ahead, both on the track and the trail, by keeping ahead in technology. This year our lead grew.

Trail

Trail riding is amazingly therapeutic. As the numbers on your odometer go up, your tensions go down. You're living in the moment.

Powder

The weather is fickle, the terrain, varied and the air, thin. And here, the sheer enjoyment of snowmobiling is unlike that found anywhere.

Turning

Each time you ride you discover something new about yourself. You discover that you own a front-row seat to the world.

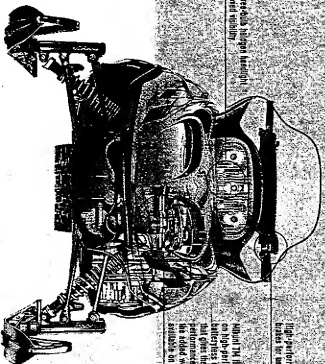
Month

This could be the most exciting year ever for introducing your kids to snowmobiling, the sport they'll never outgrow.

Sport Utility

To you, a snowmobile is more than a recreational vehicle. It's a coworker. It's a hunting companion. It's a way of life.

Eight Serv-A-Side hinges brought
for improved stability.



Eight-pint-sized hydraulic lift
allows for smooth, easy power
steering.

Major TV tie side drive, includes
on high-performance Cats, features
a new design for improved fuel economy
and gives the glowering, fan-cooled
performance benefits of EFI without
the added weight of a battery. It
controls an entire engine.

ACT STANDS FOR ARCTIC CAT TECHNOLOGY. ACT IS A QUICK WAY OF SAYING, "THE MOST ADVANCED TECHNOLOGY AVAILABLE, EXCLUSIVELY FROM ARCTIC CAT."

Over the years, we've kept ahead, both on the track and on the trail, by keeping ahead in technology. Today, this leadership has a new name, ACT. It is the word we use to describe all of the technologies that make your Arctic Cat the most exciting snowmobile available. Technologies no one but Arctic Cat offers.

Consider the ACT suspension on your Arctic Cat. It has a 40-year head start over the competition. It's made up of our unmatched AMS™ front suspension, heralded by its snowmobiling press and snowmobilers alike. Our double-wishbone front suspension is now in its fifth generation. It improves handling by eliminating bump steer and scrub. Yet, its long travel helps take the jolts out of the trail. There's nothing like it available. And this year, it's going to ride even smoother on our high-performance sleds thanks to new Arctic Cat gas shocks.

Similarly, years before the competition, we discovered how a sled's power-to-weight ratio influenced acceleration, handling and braking. As a result, Cats dominate the competition in this important measure. But we're not just to rest on our laurels, so our line got even lighter this year. Now every Cat™ (with the exception of the new Z² 120 and Kitty Cat) will ride on weight-saving, performance-boosting plastic sleds.

Another welcome improvement made throughout the Arctic Cat line will increase ride comfort for all. Namely, cushier seats. Our engineers developed a proprietary formula for foam cushioning that makes Arctic Cats more accommodating to your derriere whatever the temperature or terrain.

We've also made a change to unburden your mind. For 2003, most of our sleds will feature a 13-gal. gas tank, giving you more range without the worry of being low on fuel.

The year 2003 is a banner year for Arctic Cats. With a long list of improvements that can be summed up with one word, ACT.

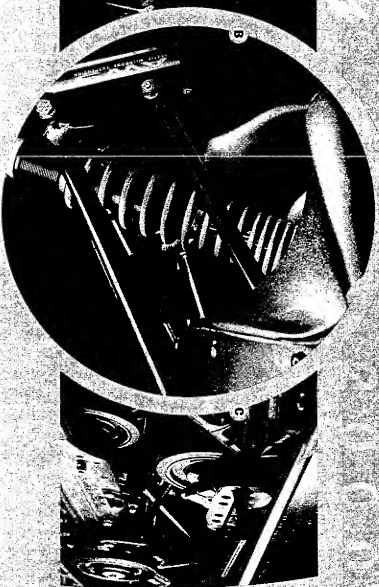
Technology





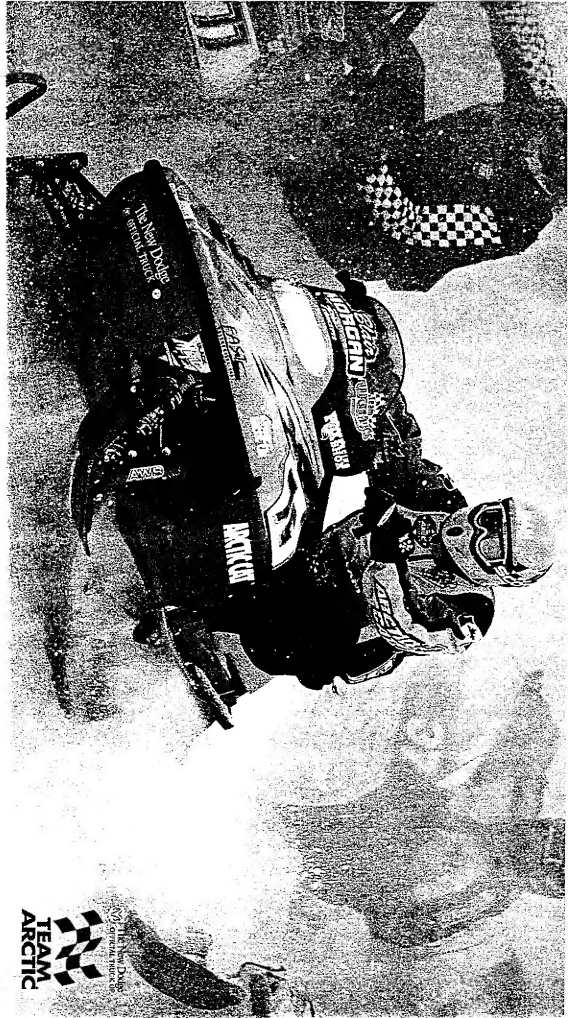
A. How can something as simple as a seal be considered high-tech? Our engineers have come to regard the seal as part of the snowmobile's suspension. The more time you spend on a sled, the more important it is. That's why we've developed a whole new proprietary formula for foam to add more give to the saddle in cold and colder conditions.

B. New Arctic Cat shock absorbers are standard on sled performance sleds. Built by Arctic Cat, these gas shocks feature a Melanite™ coating that reduces friction. This shock sets a new standard of yaking, quality and durability that's unmatched in the industry. A race-proven design, it's been tested over thousands of miles of grueling terrain.



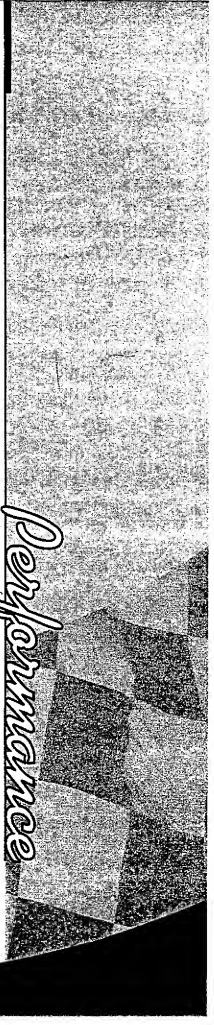
C. The original, shile-shill suspension, with 35+ years of refinement. Today this ACT exclusive is called the FastTrack™ Long-Travel Rear Suspension System and it's an award-winning model two make. Another Arctic Cat exclusive, our Extra Travel Jinnel (ETV) is an award Cat in 2000. It adds 2 in. of suspension travel while keeping your center of gravity low for improved comfort and handling.

Our Torque Sensing Link™ (TSL), another engineering first, now found on most Cats, uses the natural torque of the track to counteract the compression of the rear arm during acceleration. This improves performance and allows you to attack the trail more aggressively. That's because the TSL helps maintain full travel and assures proper track tension throughout the full travel of the rear suspension.



**TEAM
ARCTIC**

The New Dodge
Official Truck



Performance

FOR 40 YEARS, THE ONLY THING TO STOP TEAM ARCTIC HAS BEEN THE CHECKERED FLAG.

As long as there has been snowmobile racing, there have been Arctic Cats crowding in the winner's circle. Our reason for competing today is the same as it's always been: as summed up in an advertisement we ran more than 25 years ago.

"When Arctic Cat wins, everybody wins. Because the track is an engineering proving ground."

"Take the Cat's original slide rail suspension, for example. We put it to the test on hundreds of tracks. And what we learned, we put into every production model made.

"...Because that's what Arctic is all about. New ideas, then a whole lot of careful testing. For you and the Cat, that's a winning combination."

While our motivation for racing hasn't changed, our technology certainly has. Today, our unique FastTrack Long-Travel Rear Suspension System is as superior to our competitors' technologies as our slide rail suspension was back in 1973.

Another thing that hasn't changed is that Team Arctic® and Arctic Cat riders continue to win. This is not surprising, considering most of Team Arctic's wins come on stock machines, with the same technology you'll find on Cats out on the trail right now.

For the specifics, just turn the page to read about the sleds that are dominating the racing circuit this year. Sleds you can own and enjoy. It's What Snowmobiling's All About.



h i g h p e r f o r m a n c e

FIRST WE LIGHTENED THE LOAD ON THE SCALE. NOW WE'VE LIGHTENED THE LOAD ON YOUR THUMB.

Until now, the biggest thing holding back the awesome acceleration of the Thundercat's 999cc engine was the strength of your thumb. Now, thanks to a bit of Mikuni 14-lb slide carbs, that's a memory. And that's not all. The Mikunis also improve acceleration and throttle response, while easing throttle pull. And for even more punch, the 2000 Thundercat® features an all-new 3D digital ignition (as does our ZRT® 800).

This year, the reigning NSRR world speed record holder and our ZRTs have the added benefits of our AWS V double-wishbone front suspension — with our new Arctic Cat gas shocks. What this gives you is a choice of triplis that can sprint along the straights and sashay around the corners with equal ease.

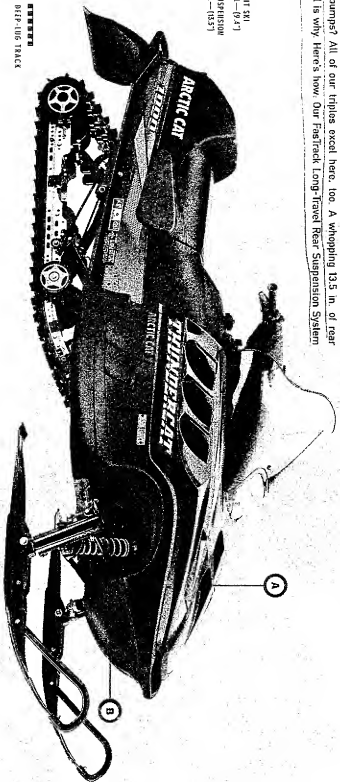
What about the bumps? All of our triplis excel here, too. A whopping 13.5 in. of rear suspension travel is why. Here's how: Our FastTrack Long-Travel Rear Suspension System

with Extra Travel, Tuned-Left and Torque-Sensing Link (TSL) keeps your scale of gravity low while taking the bumps out of the trail.

Our Thundercat, ZRT 800 and ZRT 600 received two additional improvements this year: one that lets you ride longer (a 13-gal. fuel tank) and one that makes the ride seem shorter (a comfortable new saddle). All three of these Cats also feature triple pipes, a roller cam driven clutch and case-reef induction. Additionally, the Thundercat and ZRT 800 have counterbalanced shafts for smoother operation.

All of which weighs very heavily on the competition, if not on the scales.

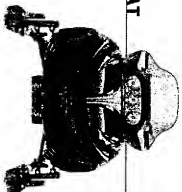
1900T SX1
TRAVEL — (9.4")
WEAR SUSPENSION
TRAVEL — (13.5")



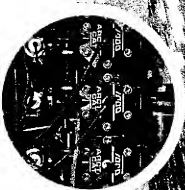
(487) 812P-1166 TRACK

THUNDERCAT

1000



ZRT 800



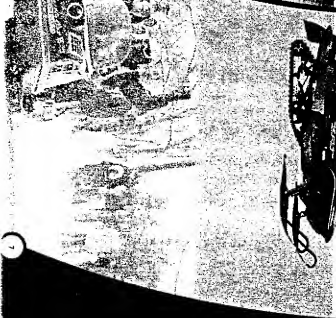
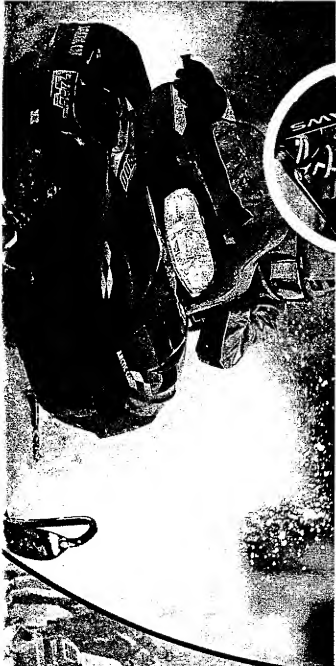
A

B

At 99cc, this case need indicated powerplant drives the Thundercat to over 150 mph and record after another. This year, we've added thumb throttle, 144 lb. fuel shift switch, Snowshifter and the economy press after you the series of our exclusive AMS Y foot suspension. It creates a perfect balance between perfect cornering and control.



ZRT 800



High Performance

ATTENTION ALL WUSSIES: STOP READING IMMEDIATELY.

Our ZRs are not for the fainthearted. After all, for 2000 they're sporting a new cutting-edge hood design that improves airflow for better performance. Scores the crap out of the competition, too. First up for 2000 is the ZR 700. As its name indicates, a 700cc engine (liquid-cooled, piston-port case-vent induced) supplies the power. It has torque up the wazoo and a power-to-weight ratio that's in a class of its own. New for the year 2000, the ZR 700 has Arctic Cat gas shocks for performance-tuned handling, a big 13-gal. fuel tank for more range, a race-legal 43.5-in. ski stance for extra suspension travel and a kinder, gentler saddle because these sleds are for butt kickers, not butt kick-ees.

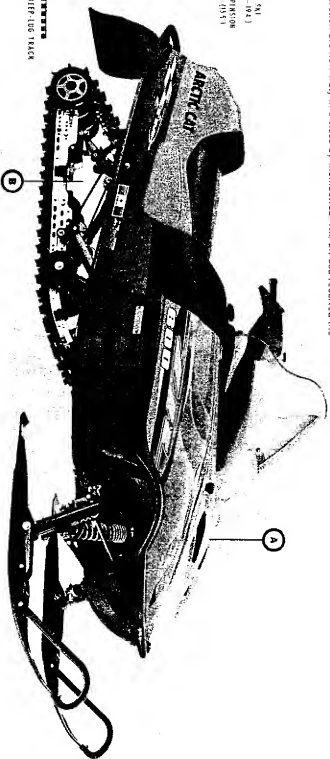
Now for the big news. This year's ZR 600 got a noticeable boost in horsepower. Which raises this sled's power-to-weight numbers to new heights. Its best-in-class handling, braking and acceleration are now truly in a class by themselves. The ZR 600 received the

same updates as the 700. Arctic Cat gas shocks, wider ski stance, 13-gal. fuel tank and new saddle. Ditto for the ZR 600 EFI, the only sled in its class with batteryless electronic fuel injection (BEFI), an Arctic Cat exclusive.

Finally, the ZR 500 and ZR 500 EFI, nasty new skin, wider ski stance, Arctic Cat gas shocks, 13-gal. tank and new saddle, awesome power-to-weight ratio and, like all the ZRs, our exclusive AWS V front suspension for surgically precise cornering. They, too, have our FastTrack Long-Travel Rear Suspension System with Torque Sensing Link (TSL) and Extra Travel Tunnel (ETT) for a smoother ride and a low center of gravity.

The ZRs. Don't let them intimidate you. Just ride one, and intimidate someone else.

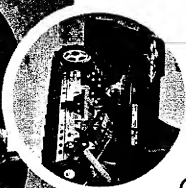
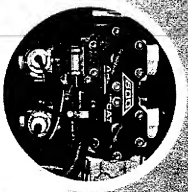
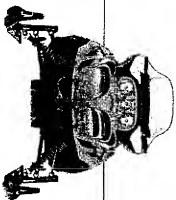
(SEAT) 541
(HANDLE) 18.1
REAR SUSPENSION
TRAIL 11.51



(SEAT) 541
(HANDLE) 18.1
REAR SUSPENSION
TRAIL 11.51

ZR

600



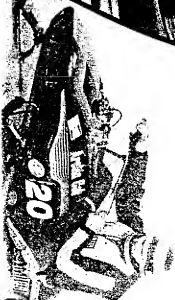
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B

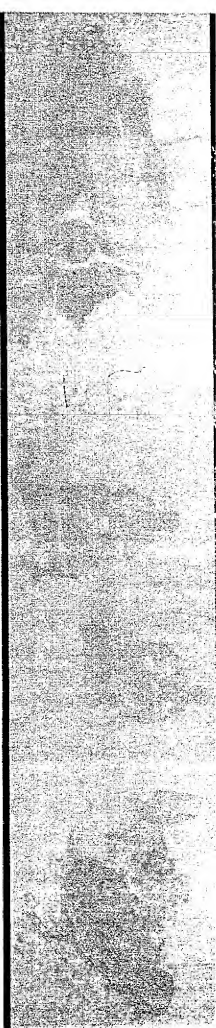
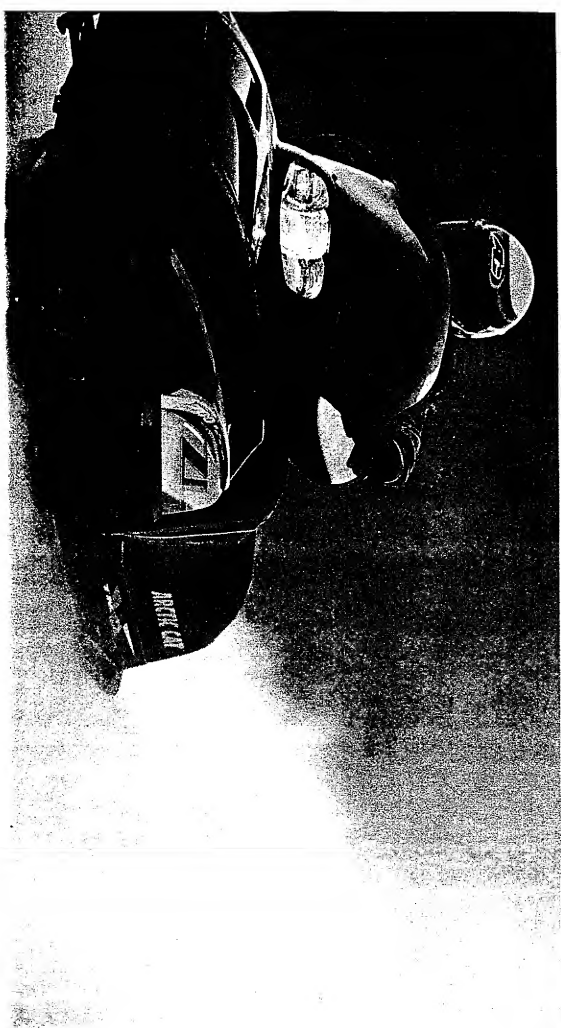
For 2000, the ZR 600 gets a healthy boost in horsepower which tips the power-to-weight ratio even more in our favor. Our proven 4-cylinder 601 (601cc) is available on the ZR 600 F11. Whether you're looking for a long-hauler or a short-hauler, the ZR 600 F11 is available in two versions: Standard and Sport. Standard has a 100-hp engine, standard ride, superior handling and better acceleration.

ZR 500 CARR/EFI



ZR 700





Trail

THERE'S NOTHING LIKE A WINDING TRAIL TO HELP YOU GET YOUR HEAD ON STRAIGHT.

When you ride, the cares of the world sort themselves into two categories: No. 1, Things Worth Worrying About and No. 2, Things Not Worth Worrying About. By our estimation, 98% of life's problems fall into the second category. If you doubt this, ask yourself if you've ever worried about the dripping faucet in the downstairs bathroom while you were motoring along your favorite trail. Or bet is, you were more interested in your throttle position and weight distribution than in any household problems. The virtue of this kind of escape is, once you return, you can approach life's little problems for what they are. Little, in fact, we also bet that there aren't very many dripping faucets in the homes of snowmobilers.

Trail riding is amazingly therapeutic. As the numbers on your odometer go up, your tensions go down. You're living in the moment. The exhilaration of pinching the throttle to the hilt. The anticipation of every twist and turn in the trail. The relaxation of a trailside campfire with your riding mates, the red-tailed hawk circling overhead, the rabbit crossing the trail, the bragging rights, the ribbing that comes with falling behind.

There's enough excitement and pleasure in an afternoon's ride to fill a mental scrapbook—fill it to the point of crowding out the troubles of the working week. How do we know this? Because the ride home always seems shorter than the ride away. It's What Snowmobiling's All About.

Trail Performance

ASK EIGHT PEOPLE TO DESCRIBE THE ULTIMATE TRAIL SLED AND YOU'LL GET EIGHT DIFFERENT ANSWERS. ALL ZLs.

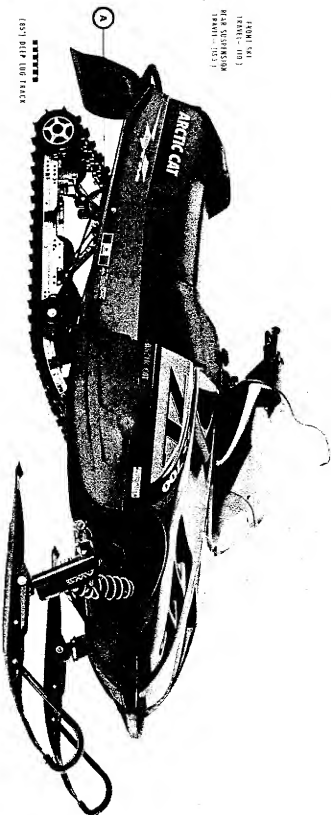
People will never agree on what makes the perfect trail performance sled. But the eight ZLs come very close. Let's start with the new ZL™ 700. Featuring 115 horses and enough torque to fling a rusty lid off a 80-year-old jelly jar. It boasts our exclusive AWS V double-wishbone front suspension, trail-tuned to provide a generous 10 in. of front travel while all but eliminating bump steer and scrub. Competition proven, yet considerable.

Next it offers our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ET) and Torque Sensing Link. This provides a plush 13.5 in. of travel while keeping your center of gravity low for aggressive cornering. And just to make your ride more comfortable, all of the ZLs, except the 440 and 550 cc, have a new, more comfortable saddle. This year. Plus a big 13-gal tank for more range.

But what if you're interested in something in the 600cc class? Try the ZL™ 600 or ZL 600 EFI—both hotter performers this year. Same suspension, just with your choice of carbs or the all-weather, any-altitude performance benefits of our exclusive batteryless EFI (BEFI). What about deluxe models? Consider the ZL™ 580 EFI cc—all tricked out with BEFI plus electric start, reverse and mirrors. Or the ZL™ 550 cc, also with electric start, reverse and rearview mirrors. Or choose the quick ZL™ 500—either carburetted or with BEFI. Finally, there's the ZL™ 440, powered by a robust, liquid-cooled twin.

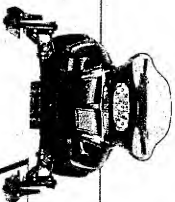
There you have it. The eight ZLs. Which one's just right for you?

11001 S&L
70001 - 001
8124 550/580/500
70001 - 101



(53) 5117 100 TRACK

ZL



ZL 600 CARB/ETI



ZL 580 ETI/GBR*
(Electric Start/Reverse)



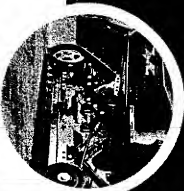
ZL 550 GBR*
(Electric Start/Reverse)



ZL 500 CARB/ETI



ZL 440



A

B

This is the suspension that takes up the bumps and splits out the competition. A full 16.5 inches of travel, but with a few lbs. center of gravity for better cornering.

There's no quieter, easier way out of a tight spot (or off the track) than reverse. Reverse, electric start and mirrors are only available on ZL 580 ETI and ZL 550 car models.*





Family Sleds

A NEW LINE OF MACHINES BASED ON AN OLD IDEA: MORE SLED FOR YOUR MONEY.

How much more? Our new family machines compare with the best sleds on snow, our ZBs, not just with comparably priced machines. That's because all of our Zs feature our world-beating AMS V double wishbone front suspension. Born in competition, it smooths out rough trails while providing incredibly precise turning. Furthermore, it virtually eliminates bump steer and scrub on the trail. Blow-molded plastic skis are standard on all of the Zs. This adds flotation with less friction and saves weight.

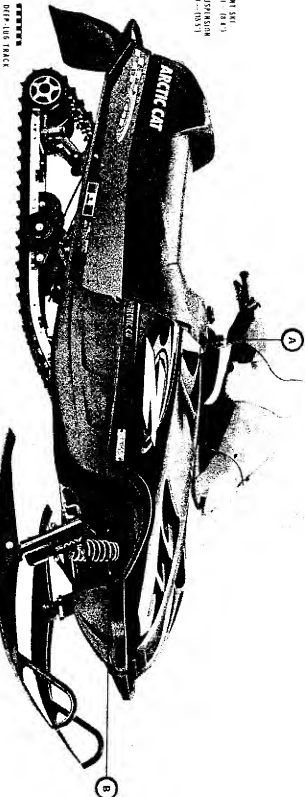
Likewise, the rear suspension is unequaled in this class. It's our FastTrack Long-Travel Rear Suspension System with Torque Sensing Link (TSL) and Extra Travel Tunnel (ETT). This setup is identical to the one found on the sleds that dominate every form of competition, but for the

shocks and slide rails. The Zs are equipped with Ryde FX shocks for extra forgiveness on bumpy trails. Our new, more comfortable seats on the Z 370 and Z 370 ES round out the rear suspension package.

Now for the fun part. The power, A lightweight fan-cooled 431cc BMW propels the Z 440 and Z 440 ES. A 367 cc fan-cooled twin drives the Z 370 and Z 370 ES—and it's driven the Z 370 to numerous victories in races. Whether it's the 431cc or 367cc mill, you'll have plenty of oomph on the trail. Finally, one last distinction. The Z models with the "es" designation have electric start for your added convenience.

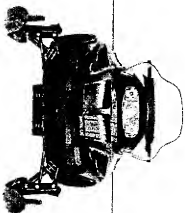
The Z family machines loaded with features for any family's budget.

74001 SKI
74041 - (847)
8143 SUSP/ASSEM
74001 - (8537)

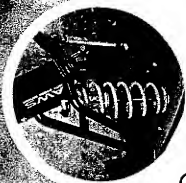


1/571 001P 100-1144X

440



Z 440



A

It's even been easier to hit the bull. With electric start, available only on Z 440 (s or J 370 s), just turn the key and you're good to go.*

B

The best suspension on your 1 is B5 T, the same found on our high performance machines. You simply can't get better handling at any price.

Z 370 ES*
(Electric Start)

Z 370



Z 440 • Z 440 ES • Z 370 • Z 370 ES



11



Powder

BOONDOCKING? HIGHMARKS? SIDEHILLING? ARE YOU SURE YOU'RE TALKING ABOUT SNOWMOBILING?

Powder riders speak a language all their own, punctuated with terminology that's as colorful as the mountains are tall. This is only fitting because snowmobiling, as practiced by powder riders, is a sport all their own.

The trails can stretch endlessly to the horizon, snake their way through stands of Douglas fir or bend around the contours of a fast-running creek capped with ice for the winter. But in the West, the excitement of snowmobiling isn't limited to negotiating the next curve in the trail or telling loose across the flats.

Because beyond the trail, hillslides invite powder riders to set a highmark. And powder riders sidehill their way up in a series of sweeping traverses and hairpin

switchbacks requiring balance, timing, strength and a willing machine. Down below in the wide meadow, other riders are dancing a mechanized ballet in the deep powder. And on another hillside, riders are boondocking their way through waist-deep snow around trees and outcroppings.

Here, the challenges to snowmobilers and snowmobiles are unlike anything found in the flatlands. The weather is fickle, the terrain, varied and the air, thin. And here, the sheer enjoyment of snowmobiling is unlike that found anywhere.

Riding is special when you can reach down and touch the snow or reach up and touch a cloud. It's What Snowmobiling's All About.



BUILT FOR THE MOST SPECTACULAR RIDING ON THE PLANET. IT IS THE SAME PLANET, ISN'T IT?

Sure the riding is better up here, the snow doesn't have as far to fall. But with the high elevation come greater demands on your sled. A Italian sled just won't do. An Arctic Cat Powder Special® or Thundercat Mountain Cat™, on the other hand, is just the thing.

Each is built expressly for deep snow and high altitudes, extra-wide plastic skis for better flotation, narrow 37-in. ski stances for the Powder Special models for improved sidehilling, aggressive 136-in. Camoplast Challenger tracks with 2-in.-deep lugs (on all but the Powder Special® 5000 for added flotation and extra bite, and our AWS V double-wishbone front suspension for the responsiveness needed for boomocking).

Each sled also features our FastTrack Long-Javelin Rear Suspension System and Torque Sensing Link (TSL). This provides a comfortable ride (when you're seated) and keeps the sled's center of gravity low for improved control.

Finally, each of the five delivers plenty of power. The Thundercat Mountain Cat's 999cc case-reed triple, now with Mikuni TM flat slide carbs, cranks out 172 hp. The Powder Special® 700's liquid-cooled, piston-port case-reed twin is a torque monster with TM flat slide carbs and high altitude compensator. Our Powder Special 500 EFI and 600 EFI models feature our batteryless EFI for the precise fuel-air mix and spark timing, regardless of the altitude or temperature—without the added weight of a battery. The Powder Special® 600 also comes with twin Mikuni TM flat slide carbs, high altitude compensator and more horsepower than last season.

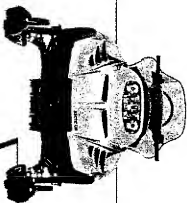
The Arctic Cat powder slide. The way powder machines need to be.

1988 1st
1st - 12/51
R12 2800000
1st - 10/51



1988 1st
1st - 12/51
R12 2800000
1st - 10/51

PS



POWDER SPECIAL 700

600



A

B

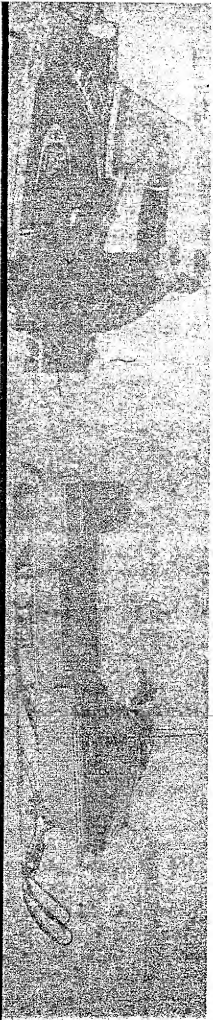
1) Seat. 2) Skis. 3) The Campagna Challenger snowmobile, at 150 lb., of 11, those 300 deep legs supply maximum traction in powder. Based on all but the Powder Special 500. For complete specifications (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100) (101) (102) (103) (104) (105) (106) (107) (108) (109) (110) (111) (112) (113) (114) (115) (116) (117) (118) (119) (120) (121) (122) (123) (124) (125) (126) (127) (128) (129) (130) (131) (132) (133) (134) (135) (136) (137) (138) (139) (140) (141) (142) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (153) (154) (155) (156) (157) (158) (159) (160) (161) (162) (163) (164) (165) (166) (167) (168) (169) (170) (171) (172) (173) (174) (175) (176) (177) (178) (179) (180) 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POWDER SPECIAL 500 EFI



HUNDERCAT MOUNTAIN CAT





Leaving

ON SOME VACATIONS, THE RIDE IS THE DESTINATION.

The workweek comes to a close. Your thoughts now shift to a vacation you had scheduled well over a year ago. The agenda: Spend ten relaxing days in the mountains. You smile. And why? Because in a matter of hours you'll be hundreds of miles away from all the madness that makes up your hectic life. You'll be snowmobiling.

On March 4, 1960, Edgar Helten set off for Alaska to test his brand-new invention—the snowmobile. It was the perfect environment to demonstrate the worth of his new creation. But what started out as a business trip turned into something he'll never forget. Helten discovered more than just an ideal way to travel over snow. He discovered an experience. He discovered the "ride."

To you, the ride may be as simple as a weekend down trails with friends and family. Or maybe it's a two-week adventure covering several hundred miles of scenic country. Either way, the ride is about escaping. It's about getting away from it all. And at the same time, taking it all in.

Each time you ride you discover something new about yourself. You discover that you own a front-row seat to the world. You discover that trail guides have dream jobs and that there are not enough vacation days in the year. But most importantly, you discover what Snowmobiling's All About.



Planning Tomorrow

SOMEWHERE THERE'S A COUPLE SITTING ON A BEACH SIPPING MARGARITAS. THEY JUST DON'T GET IT.

Not everyone looks for luxury, relaxation and togetherness on a sunny beach. Not when there's a whole snow-capped world to discover on an Arctic Cat Panthera® or Triple Touring. The new Panthera 1000, the Panthera 580 EFI and the Triple Touring ride on our exclusive FastTrack Long Travel Rear Suspension System. It creates 13.3 in. of bump-eating travel, cushioned by Ryde FX shocks and adjustable fiberglass overload springs to allow you to tailor your ride to one-up riding or two. Our exclusive Torque Sensing Link (TSL) completes the rear suspension. It adds to a smoother ride and better performance by assuring proper track tension throughout the full travel of the rear suspension. This allows you to attack the trail more aggressively and accelerate with smooth speed.

Whether you ride aggressively or leisurely, our AWS V double-wishbone front suspension gives you both unequalled handling and 10 in. of travel to absorb the rough spots.

Our luxury touring sleds give you three choices of power: a smooth-accelerating 999cc liquid-cooled triple on the Panthera 1000, a 594cc liquid-cooled triple on the Triple Touring and a 580cc liquid-cooled twin with our batteryless EFI (DEFI) on the Panthera 580 EFI. This year, the Pantheras and Triple Touring have an all-new plastic rack, adjustable passenger hand grips and backrest, and personal hand warmer controls for improved comfort. New, more comfortable seats are the rule for both the Pantheras and the Triple Touring, as are 13-gal gas tanks that provide extended range without refueling.

You simply can't find a better combination of luxury, performance and handling in a snowmobile today.

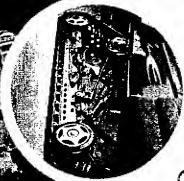
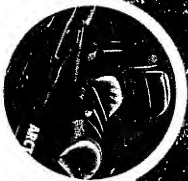
FRONT SUS.
TRAIL: 10" I
REAR SUS: 10" I
TANK: 13.3 I



(151) 947-1161 1941X

PANTERA

1000



(A)
(B)

We made our most luxurious machines more luxurious with a plush, contoured seat design, all new plastic cowl, adjustable passenger hand grip and backrest, and personal hand warmer controls.

We made the ride smoother too, with our SoftStart™ Long Travel Rear Suspension System. Adjustable telescopic front springs let you tailor the ride to how you're riding it. Yes.

PANTERA 580



TRIPLE TOURING





Family Tanning

BE SURE TO TAKE TIME TO STOP AND SMELL THE PINES.

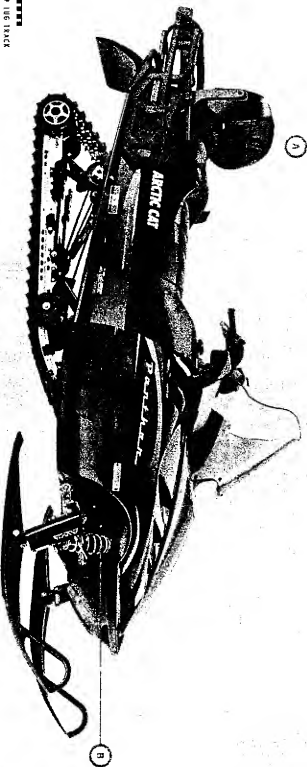
When you're riding on an Arctic Cat Panther[®], it's easy to get caught up in the excitement of the ride and lose track of the scenery. That's because the handling and features of these economical touring machines are without equal in their class. All three have our exclusive AWS V double-whisker front suspension, giving you adjustability for a plush ride, one-up or two and the unexcelled handling that's the hallmark of Arctic Cat. And, all three Panthers will be riding on plastic skis this year.

All three also feature our Full Track Long Travel Rear Suspension System plus adjustable overload springs. This provides 13.3 in. of travel and makes the roughest trail as smooth as fresh pavement, whether you're riding one-up or two.

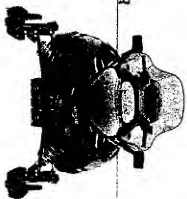
The Panther 340 is powered by a lightweight, reliable 239cc fan-cooled twin. The Panther 440 boasts a 431cc fan-cooled twin. The 440 also includes electric start, reverse and mirrors. The Panther 550 features a 550cc liquid-cooled twin and all the creature comforts found on the Panther 440, plus a fully adjustable backrest and a newly designed plastic rack and adjustable passenger hand holds. Also, new for 2000, all three Panthers feature our new plush seats for extra comfort, even during extended rides. And for extra-long trips, all three Panthers are equipped with 15 gal. fuel tanks this year.

The Panthers. Get caught up in the affordable excitement.

1000L 550
384W1—08.11
914X SUSPENSION
784W1—03.11



PANTHER



550



A

B

A sleek new seat, adjustable passenger handgrips and a new plastic fuel tank are featured on the Panther 550.

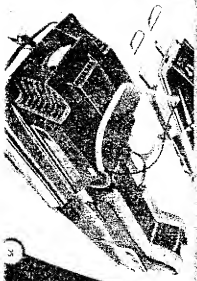
The redesigned Airtex, Cat M/T's exclusive exclusive hand suspension, the competitive front end matches its control and comfort.

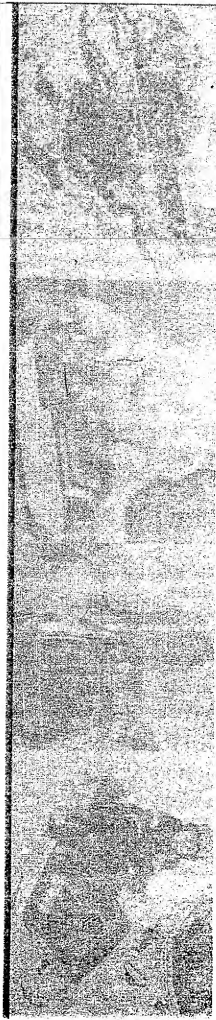
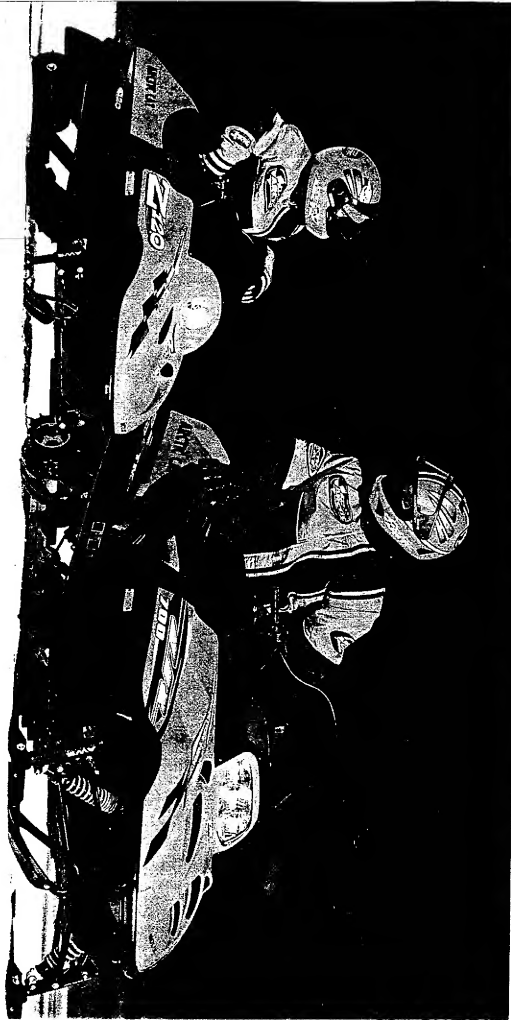


PANTHER 440



PANTHER 340







The Bergin's leaf spring leaf suspension. Any resemblance to our latest dealer's without suspicion is purely coincidental.

Youth

GIVE YOUR KIDS SOMETHING THEY'LL NEVER OUTGROW.

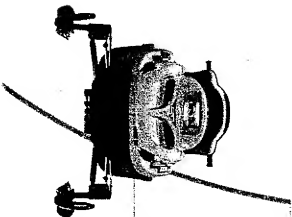
For 2000, we're proud to announce a totally new concept that's sure to become the envy of show-and-tell presentations everywhere. Introducing the exciting all-new Z-120. This little green machine sports a durable 119cc fan-cooled four-cycle engine that will have your kid's heart racing a mile a minute. It also features a fiberglass leaf-spring front suspension, and 4.5 in. oil rear suspension travel that makes getting on and off the sled a breeze.

And for those young riders who dream of one day taking home trophies for Team Arctic, we even designed the cool Z-120 hood to resemble its race-proven big brother, the ZR.



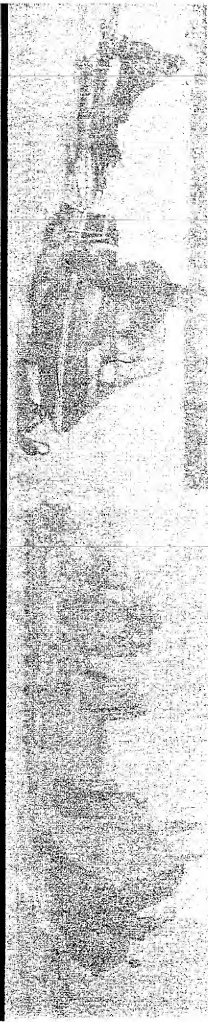
And we can't forget the Kitty Cat®. It features a durable, 59cc fan-cooled, governor controlled engine, and safety features like a constantly-on headlight, a removable ignition key, rubber-tipped skis, and reflective tape.

Both the Kitty Cat and the Z-120 are great ways to introduce a youngster to snowmobiling. And by teaching your kids how to safely enjoy snowmobiling today, you're giving them something they'll cherish for a lifetime. It's What Snowmobiling's All About.



KITTY CAT

120



Sport Utility

WHEN CARVING OUT A SLICE OF HEAVEN, IT HELPS TO HAVE MORE THAN A BOWIE KNIFE.

To you, the great outdoors is much more than just a national park. It's an extension of your own backyard. And a snowmobile is much more than just a recreational vehicle. It's a coworker. It's a hunting companion. To you, it's a way of life.

By the time the rest of the world normally rolls out of bed, you and your snowmobile have already accomplished a dozen chores. You've fixed the fence, you've hauled wood, you've done enough work to make a city slicker dizzy just thinking about it. And you wouldn't have it any other way.

So now it's time to pick up some groceries. And sure, some might think a minivan will do just fine, but not when your dinner's sporting a 12-point rack on its head.

And definitely not when you have to track him through three miles of thick pine trees and chest-deep snow. No, you need a little more muscle than that.

Then, when the hunt is over and all of the chores are finished, when your trusty snowmobile is bringing you back home again, you realize that there's still a little daylight left, and a lot of gas. Now it's time to unwind. So you take a deep breath, fire up your sled, and take the long way home.

And as you're carving through the powder you think to yourself: "This is heaven." You think, "This is What Snowmobiling's All About."



Sports Utility

WE WERE MAKING SPORT UTILITY VEHICLES LONG BEFORE THEY WERE A FAD.

Introducing the Bearcat® 340, 440 I and Bearcat® WideTrack. Each comes complete with its very own work ethic. Let's start by looking at the strongest of the bunch, the Bearcat WideTrack. This workhorse features a powerful, liquid-cooled 550cc twin that cranks a 20- by 15.6-in. track with one-in.-deep lugs. Add electric start, a 15-gal. fuel tank and underseat storage, and you've got a sport utility sled that thinks it's a sport utility truck.

The wide-ratio driven clutch on the WideTrack, and all the Bearcats, delivers single-passenger pickup and helps improve towing and deep-snow mobility. What else? A tail, wide windshield protects you from brush and harsh winds. And new, plush two-up seating is standard, as is reverse so you can back out of any tricky situation.

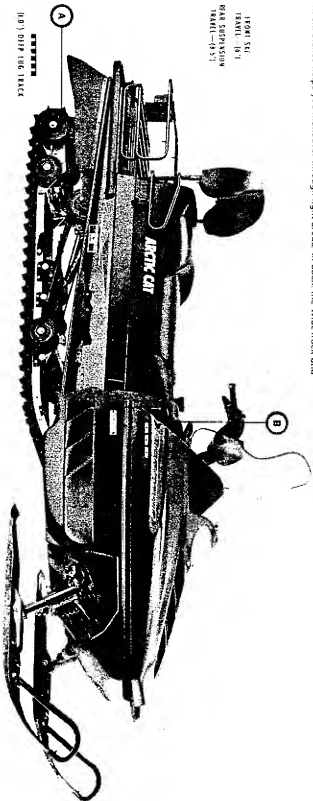
Up front, every Bearcat features our durable AWS II double-wishbone suspension. And the narrow 37-in. ski stance helps you maneuver through tight areas. In back, the WideTrack and

the Bearcat 440 II have our FastTrack Long Travel Rear Suspension. Both deliver smooth rides down the bumpiest trails.

So what separates the 340 from the 440s? For starters, the Bearcat 340 has a 339cc fan-cooled twin and a 15- by 13.6-in. track with .75-inch-deep lugs. Both of the 440s sport a robust 421cc fan-cooled engine. Plus, the 440 I features a single carburetor and a 15- by 13.6-in. track with .92-in.-deep lugs, while the 440 II has two carbs and a 16- by 15.6-in. track with one-in.-deep lugs.

So if you like to play as hard as you work, there really is no other sport utility sled that can match a Bearcat.

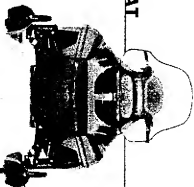
1800 SSI
TRAVEL - H 1
REAR SUSPENSION
TRAIL - (4-57)



003 SHIP 106 TRACK

BEARCAT

550



BEARCAT 440 II



BEARCAT 440 I



BEARCAT 340



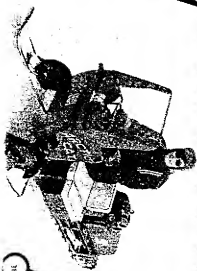
BEARCAT WIDETRACK • BEARCAT 440 I & II • BEARCAT 340



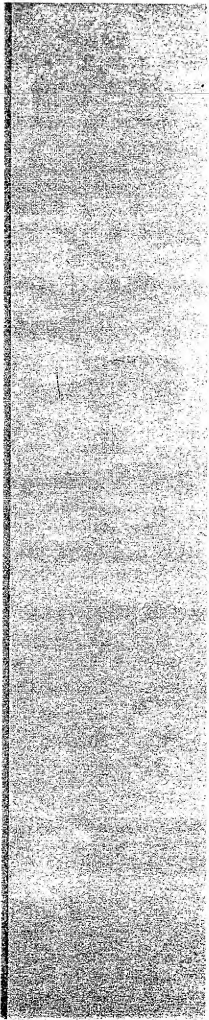
A

B

This is one of the best snowmobiles on the market today. The Bearcat is comfortable for riding, easy to handle, and it's the only snowmobile in its class. The purpose of this machine is to make the going easy, not the getting easy.



11



Arcticwear

A R C T I C W E A R

WE'VE COME A LONG WAY SINCE MOON BOOTS.

Over the years we've introduced a wide variety of Arcticwear® styles, from full-body suits with belts and buckles to sleek, black touring leathers. But one thing we haven't changed is the way our gear is made, for snowmobilers by snowmobilers.

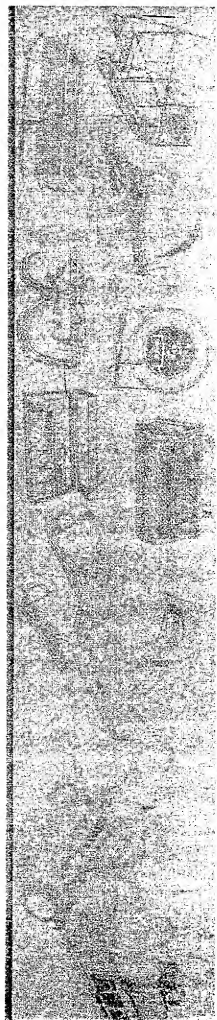
In doing so, we've pioneered advancements that have enhanced the whole snowmobiling experience. Take our zip-out liners for instance. They zip in when it's cold and zip out when it's warmer. And then there's our Advanced Dryseal Insert™, a design that anyone who has ever made a snow angel will appreciate. And Arcticwear is the first manufacturer to employ 360-degree reflective piping on all riding suits.

The materials we use to make our gear have evolved as well. Fabrics like Himsulac™, Dupont Teflon® and Arctic-Tech® Flight Satin, an Arctic Cal exclusive, help Arctic Cal riders cure the uncommon cold.

Arcticwear is also designed to be as fashionable as it is functional. From our quality nylon suits to top-grade leathers, from our premium fiberglass helmets to Cal Tracker™ Extreme boots, we offer a variety of clothing styles and colors to match our entire line of snowmobiles.

Yes, we've come a long way since all-purple snowmobile suits. See for yourself in our new Arcticwear Catalog. Better yet, take a look and try on all the Arcticwear at your local Arctic Cal dealer. You're sure to find exactly what you need to stay warm and comfortable for winters to come.





Acceleration

**ONCE AN ARCTIC CAT ROLLS OFF THE ASSEMBLY LINE,
IT'S READY FOR ITS FINISHING TOUCH. YOU.**

Arctic Cat custom parts and accessories offer everything you need to personalize your sled and make it your own. If you're a throttle-pumper, people will know. If you're someone whose idea of snowmobiling is cruising 200 miles of trail, it will show. Because our quality sled components help define each and every individual rider.

Maybe you're thinking colored skis, skid plates, suspension wheels, grip plates or neon light kits. Maybe you're interested in accessories for high-altitude riding or products that modify your sled, like sluds or Arctic Cat shocks. Or perhaps you're a touring rider who prefers the luxury of saddlebags, hand warmers and map holders. Either way, we have it all.

We also offer top-quality maintenance products like Arctic Extreme™ oil, spare spark plugs and extra drive belts to keep your sled running at its peak performance.

How you complement your sled is entirely up to you. All it takes is a visit to your local Arctic Cat dealer. They'll have everything you need to make your Arctic Cat your own. After all, self-expression is an important part of What Snowmobilers All About.



Arctic Cat

Performance

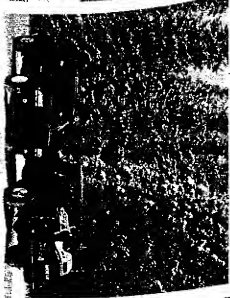
Trail

THUNDERCAT THUNDERCAT MOUNTAIN CAT		ZRT 800 / ZRT 600	28 700 / ZR 600 EFI / ZR 600 29 500 EFI / ZR 600	700 / ZL 600 EFI / ZL 600
DISPLACEMENT (CC)	990, liquid, triple	794, liquid, triple (800) / 594, liquid, triple (600)	794, liquid, twin (700) / 592, liquid, twin (600) / 497, liquid, twin (500-1)	700, liquid, twin (700) / 599, liquid, twin (600-5)
COOLING AND CYLINDERS				
ESTIMATED HORSEPOWER	172	150 (800) / 118 (600)	115 (700) / 105 (600 EFI) / 108 (600) / 79 (500-5)	115 (700) / 105 (600 EFI) / 108 (600)
LUBRICATION	oil injection	oil injection	oil injection	oil injection
IGNITION	3D	3D (800) / CDI (600)	3D (700 & 600-5) / CDI (500)	3D
CARBURETION	3 x TM 38	3 x TM 38 (800) / 3 x VM 56 (600)	2 x TM 40 (700) / inline body, batteryless EFI (600 EFI, 500 EFI) / 2 x TM 38 (600) / 2 x TM 38 (500)	2 x TM 40 (700) / throttle body, batteryless EFI (600 EFI) / 2 x TM 38 (600)
EXHAUST	3 tuned pipe	3 tuned pipe	tuned pipe	tuned pipe
CLASH DRIVE	Arctic (from sensing)	Arctic (from sensing)	Arctic (from sensing)	Arctic (from sensing)
DRIVEN CLUTCH	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)
SKI STANCE (INCHES)	43 (TC) / 41 (MC)	43	43	43
SKI MATERIAL	plastic (TC) / plastic (metal) (MC)	plastic	plastic	plastic
FRONT SUSPENSION	AMS V double wishbone A-arms with Arctic Cat shocks and adjustable rate springs	AMS V double wishbone A-arms with Arctic Cat shocks and adjustable rate springs	AMS V double wishbone A-arms with Arctic Cat shocks and adjustable rate springs	AMS V double wishbone A-arms with Ryde TX shocks and adjustable rate springs
REAR SUSPENSION				
FRONT TRAVEL (INCHES)	9.4	9.4	9.4	10
REAR TRAVEL (INCHES)				
TRACK WIDTH X LENGTH X LUG (INCHES)	15.5 15 x 121 x .85 (TC) / 15 x 126 x 2.00 (MC)	15.5 15 x 121 x .85	15.5 15 x 121 x .85	15.5 15 x 121 x .85
DRINKERS	hydraulic disc	hydraulic disc	hydraulic disc	hydraulic disc
FUEL CAPACITY (GALLONS)	13	13	13	13
LENGTH X WIDTH (INCHES)	112 x 48 (TC) / 118.5 x 47.5 (MC)	112 x 46	112 x 46	112 x 48 (700) / 117 x 48 (600-5)
ESTIMATED DRY WEIGHT (POUNDS)	561 (TC) / 585 (MC)	561 (800) / 517 (600)	499 (700) / 483 (600-5, 500-1)	506 (700) / 482 (600 EFI) / 416 (600)
HEADLIGHT	halogen (3 bulb)	halogen (3 bulb)	halogen (3 bulb)	halogen (3 bulb)
STANDARD EQUIPMENT	barometer, speedometer, trip odometer, low oil light, coolant overheat light, mountain strap (MC), sport plug holder, belt holder, rack (MC), electric belt gauge	barometer, speedometer, trip odometer, low oil light, coolant overheat light, sport plug holder, belt holder, electric fan gauge	barometer, speedometer, trip odometer, low oil light, coolant overheat light, sport plug holder, belt holder	barometer, speedometer, trip odometer, low oil light, coolant overheat light, sport plug holder, belt holder
OPTIONAL EQUIPMENT	electric start, reverse, mirrors, mountain strap (TC), high windshield, extra switch, 2-passenger seat with backrest (TC & MC), large rack (MC), rack (TC), mika, accessory outlet	electric start, reverse, mirrors, mountain strap, high windshield, extra switch, 2-passenger seat with backrest, rack, mika, accessory outlet, Mountain Cat kit	reverse, mirrors, mountain strap, high windshield, extra switch, 2-passenger seat with backrest, rack, mika, accessory outlet, Mountain Cat kit	reverse, mirrors, mountain strap, high windshield, extra switch, 2-passenger seat with backrest, rack, mika, accessory outlet, Mountain Cat kit

ZL 550 FT/ES/ZL 550 ES9		ZL 500 EF/ZL 500/ZL 440		Z 440 ES/Z 440/Z 370 ES/Z 370		POWDER SPECIAL 700		POWDER SPECIAL 600 EF/PS 600/PS 500 EF/	
550, liquid, Wm (550 es)/550, liquid, Wm (550 es)	497, liquid, Wm (500 s)/436, liquid, Wm (440)	431, lin, Wm (440 s)/367, lin, Wm (370 s)	700, liquid, Wm	599, liquid, Wm (600 s)/497, liquid, Wm (500 EF)					
94 (500 es)/94 (500 es)	94 (500 s)/84 (440)	42 (440 s)/37 (370 s)	115	105 (600 EF)/100 (600)/94 (500 EF)					
oil injection	oil injection	oil injection	oil injection						
CDI	CDI	CDI	50	50 (600 s)/CDI (500 EF)					
hondel body batteryless EF1 (550 es)/2 x VM 36 (550 es)	hondel body batteryless EF1 (500 EF)/2 x VM 36 (500)/2 x VM 36 (440)	VM 34 (440 s)/VM 32 (370 s)	2 x TM 40	hondel body batteryless EF1 (600 EF, 500 EF)/2 x TM 33 (600)					
tuned pipe	tuned pipe	tuned pipe	tuned pipe	tuned pipe					
Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)					
Arctic (foldler cam)	Arctic (foldler cam)	Arctic (foldler cam)	Arctic (foldler cam)	Arctic (foldler cam)					
43	43	41	37	37					
plastic	plastic	blow-molded plastic	plastic (white)	plastic (white)					
AMS 7 double-whisker a arms with Ryde FX shocks and adjustable rate springs	AMS 7 double-whisker a arms with Ryde FX shocks and adjustable rate springs	AMS 7 double-whisker a arms with gas shocks and adjustable rate springs	AMS 7 double-whisker a arms with Arctic Cat shocks and adjustable rate springs	AMS 7 double-whisker a arms with Ryde FX shocks and adjustable rate springs					
10	10	8.4	5.75	5.75					
FastTrack Long Travel System side-tilt, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm	FastTrack Long Travel System side-tilt, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm	FastTrack Long Travel System side-tilt, adjustable torsion springs, gas shocks	FastTrack Long Travel System side-tilt, adjustable torsion springs, Arctic Cat shocks, Torque Sensing Link rear arm	FastTrack Long Travel System side-tilt, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm					
13.5	13.5	13.5	13.5	13.5					
15 x 121 x 85 (500 s)/15 x 121 x 75 (440)	15 x 121 x 85 (500 s)/15 x 121 x 75 (440)	13 x 121 x 75	15 x 134 x 200	15 x 134 x 200 (600 s)/15 x 134 x 140 (500 EF)					
hydraulic disc	hydraulic disc	QuickAdjust disc	hydraulic disc	hydraulic disc					
15 (500 s)/10.5 (440)	15 (500 s)/10.5 (440)	10.5	13	13					
172.48	172.48	172 x 46	118.5 x 45	118.5 x 45					
500 (500 es)/500 (500 es)	480 (500)/473 (500)/464 (440)	437 (440 s & 370 es)/437 (440 & 370)	523	509 (600 s)/504 (500 EF)					
balogen (3 hub)	balogen (3 hub)	balogen (3 hub)	balogen (3 hub)	balogen (3 hub)					
hondel speedometer, hip odometer, low oil light, coolant overheat light, electric start, reverse, mirrors, spark plug holder, belt holder, electric fuel pump	hondel speedometer, hip odometer, low oil light, coolant overheat light, spark plug holder, belt holder	speedometer, hip odometer, low oil light, electric start (440 es, 370 es), spark plug holder, belt holder	hondel speedometer, hip odometer, low oil light, coolant overheat light, mountain strap, spark plug holder, belt holder, rack	hondel speedometer, hip odometer, low oil light, coolant overheat light, mountain strap, spark plug holder, belt holder, rack					
reverse, mirrors, high windshield, leather switch, 2-passenger seat with backrest, rack, accessory outlet, Mountain Cat lit	reverse, mirrors, mountain strap, high windshield, leather switch with backrest, red, black, accessory outlet, Mountain Cat lit	hondel, electric start (440, 370), reverse, mirrors, mountain strap, high windshield, leather switch, belt holder, 2-passenger seat with backrest, rack, black, accessory outlet	reverse, mirrors, high windshield, leather switch, black, accessory outlet, large Mountain Cat rack, 2-up seat lit, whitest	reverse, mirrors, high windshield, leather switch, black, accessory outlet, large Mountain Cat rack, 2-up seat lit, whitest					

PANTHER 3200/PANTHER 580 EFI		PANTHER 550/PANTHER 440		Z-130 / NITTY CAT		BERNARD WIDE TRACK		BERNARD 440N / 440 / Z-140	
999 liquid, triple (1000) / 580 liquid, twin (580 EFI) / 594 liquid, triple (11)		550 liquid, twin (550) / 451, inn, twin (440) / 594 inn, twin (540)		119, inn, single (120) / 59 inn, single (6C)		550 liquid, twin		451 inn, twin (440) / 359 inn, twin (540)	
112 (1000) / 96 (580 EFI) / 118 (11)		80 (550) / 50 (440) / 55 (540)		3.8 (120) / 2.4 (6C)		60		50 (440) / 42 (440) / 55 (540)	
oil injection		oil injection		2, oil gas (120) / handle, nec. (6C)		oil injection		oil injection	
30 (1000) / 20 (580 / 11)		CM		knobbed (120) / 120 (6C)		CM		CM	
3 x 1/4 x 38 (1000) / handle bolt, boltless EFI (580 EFI) / 3 x 1/4 x 36 (11)		2 x 1/4 x 38 (550) / 2 x 1/4 x 34 (440) / 1/4 x 32 (540)		buttery valve-type (120) / 18 (6C)		2 x 1/4 x 38		2 x 1/4 x 34 (440) / 1/4 x 32 (440) / 1/4 x 32 (540)	
3 tuned pipe (1000, 11) / tuned pipe (580 EFI)		tuned pipe		caster		tuned pipe		tuned pipe	
Arctic (rpm sensing)		Arctic (rpm sensing)		centrifugal		Arctic Wide Radio (rpm sensing)		Arctic Wide Radio (rpm sensing)	
Arctic (roller cam)		Arctic (roller cam)		m8		Arctic Wide Radio (rpm sensing)		Arctic Wide Radio (rpm sensing)	
43		41		32 (120) / 17 (6C)		37		37	
plastic		blow-molded plastic		steel		plastic (wide)		plastic (wide) (440) / blow-molded plastic (540)	
AMS II double wishbone A-arms with Ryde FX shocks and adjustable rate springs		AMS V double wishbone A-arms with Ryde FX shocks and adjustable rate springs		thrustless rear spring		AMS III double wishbone A-arms with Ryde FX shocks and adjustable rate springs		AMS III double wishbone A-arms with gas shocks and adjustable rate springs	
10		8.4		3 (120) / 15 (6C)		6		6	
Fastest Long Travel System side-tilt, adjustable torsion springs, Ryde FX shocks, fiberglass overleaf springs, torque sensing link rear arm		Fastest Long Travel System side-tilt, adjustable torsion springs, Ryde FX shocks, fiberglass overleaf springs, torque sensing link rear arm		Slide rail, fiberglass spring (120) / wheel (6C)		Fastest Air-Ride Long Travel System side-tilt, adjustable torsion springs, Ryde FX rear arm shock, fiberglass overleaf springs		Fastest Air-Ride Long Travel System side-tilt, adjustable torsion springs, fiberglass overleaf springs (440) / 1, 340	
13.3		13.3		4.5 (120) / 0 (6C)		8.5		8.5	
15 x 15.5 x .75		15 x 15.5 x .75		11 x .68 x 3 (120) / 12 x .55 x 4 (6C)		20 x 15.5 x 1.00		15 x 15.5 x 1.00 (11) / 15 x 15.5 x 1.00 (11) / 15 x 15.5 x 1.00 (11)	
Hydraulic disc		Hydraulic disc (550) / shock-adjust disc (440, 540)		adjustable band		Hydraulic disc		Quick-Adjust disc (440) / Mechanical disc (540)	
15		15		0.5 (120) / 0.4 (6C)		15		10.4	
153 x 43		131 x 48 (550) / 128 x 47 (440, 540)		7.4 x .58 (120) / 5.6 x .25		153 x 43		133 x 43 (440) / 119.5 x 43 (440) / 130	
660 (1000) / 537 (11) / 567 (580)		560 (550) / 523 (440) / 484 (540)		165 (120) / 115 (6C)		672		550 (440) / 1, 495 (440) / 1, 487 (540)	
halogen (3-hub)		halogen		incandescent		halogen		halogen	
halometer, speedometer, trip odometer, low oil light, coolant overheat light, electric start, reverse mirror, trip watchdog (1000, 580, 11), spare tire holder, belt holder, 2-passenger seat with beltrest, rack, accessory outlet (1000, 580, 11)		tachometer (550), speedometer, trip odometer, low oil light, coolant overheat light (550), electric start (550, 440), reverse (550, 440), mirror (550, 440), belt watchdog, spare tire holder, belt holder, 2-passenger seat with beltrest, rack		n/a		speedometer, trip odometer, low oil light, coolant overheat light, electric start, reverse, right wishbone spare tire holder, belt holder, 2-passenger seat with beltrest, rack, belt, accessory outlet		speedometer, trip odometer, low oil light, reverse, high windshield, spare tire holder, belt holder, 2-passenger seat with beltrest, rack, hitch	
high windshield (11), leather switch, black, accessory outlet (11)		tachometer (440, 540), electric start (540), reverse (540), mirror (540), leather switch, black, accessory outlet		wheel RH		tachometer, mirrors, rubber switch		tachometer, electric start, mirrors, rubber switch, accessory outlet	

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